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KANDI R. YEAGER
E. MICHAEL BREZINA III
W. MICHAEL BAISLEY
OLIVER D. ADAMS
WESLEY D. STONE
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J.H. DOUGHTY (1903-1987)
RICHARD L. CARSON (1912-1980)
JOHN P. DAVIS, JR. (1923-1977)
JONATHAN H. BURNETT (1928-2015)
DAVID E. SMITH (1930-2016)

May 5, 2017

Metropolitan Planning Commission
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: Westland Oakes – Mesana Investments, LLC
Concepts subdivision plan 4-SD-17-C
Use on Review 4-K-17-UR

Dear Commissioners:

I represent concerned citizens and homeowners associations who reside in and around the area where the Mesana Development (hereinafter “Development”) is proposed. Included among this group of concerned citizens (hereinafter “Community”) are The Point at Heritage Lake Homeowners Association, Westland West Homeowners Association, Lake Ridge Homeowners Association, Autumn Ridge Homeowners Association, and various other private landowners and homeowners residing adjacent to or near land that abuts Westland Drive from Ebenezer Road westward to Northshore Drive.

This letter is to request Metropolitan Planning Commission (“MPC”) order a Traffic Study be performed by Mesana Investments, LLC (hereinafter “Applicant”) prior to approval of any Concept Plan or Use on Review for the proposed Development.

Also, this letter requests MPC require the Concept Plan include where the fill dirt will be acquired to comprise the Borrow Plan that is presently being shown in the Applicant’s proposed plan. The 22 acres in this “Phase I” is part of a 43 acre parcel recently rezoned for Planned Residential at 3 dwelling units per acre. If the Applicant is going to excavate dirt from the single lot remaining that arguably may be called Phase II, the borrowing brings the entire 43 acre parcel into the initial Concept Plan because of the disturbance of the entire 43 acres. If the Applicant is not going to borrow fill dirt from the 21 acre parcel remaining or what it is calling Phase II, Applicant should designate so on the Concept Plan by labeling “no disturbance of the property.”

Another critical issue with this property is the ridge and extensive wooded steep slopes that characterize the outline of the 43 acres. MPC's Staff Report discusses the Hillside and Ridgetop Protection Plan and includes a calculation of the slope areas on the property. This calculation shows half the property (22 acres) has slopes greater than 15% and 8 acres with slopes greater than 25%. Staff recommends every attempt be made to preserve existing trees on the site and keep development off the steepest slopes. The steepest area of this site is along the northern property line of the site.

MPC must remember this is not only a Concept Plan, but a Use on Review. The Concept Plan requires the Applicant meet the requirements of subdivisions under the Knox County Subdivision Regulations. The Use on Review requires the Applicant meet the requirements of the zoning regulations in place for a planned residential at 3 dwelling units per acre in Knox County. MPC must review the property in light of both the Concept Plan and the Use on Review and determine conformity of the proposed Development with recognized principles of good civic design, land use planning, and landscape architecture. Thus, if the Applicant is going to use fill and dirt from the undeveloped half of the site to complete Phase I, the Applicant should be required to submit a development plan for the entire site.

A traffic study is required for any development that generates more than 750 trips per day. In this case, with a development of 75 or more units, the subdivision regulations require a traffic study be submitted with the concept plan application. The Concept Plan submitted has 74 designated units, but the single dwelling unit on the remainder of the property brings the total number of dwelling units to 75, thus requiring a Traffic Study be submitted with the Concept Plan Application.

Also, the property has only a 50 foot wide access to Westland Drive and all development (Phases I and II) on the entire 43 acres site will have to access Westland Drive through this 50 foot access. This particular situation combined with the existing traffic problems west of Pellissippi Parkway on Westland Drive, the congestion that already exists in and around the intersection of Westland Drive and Pellissippi Parkway, especially during rush hour and school start up and release times, requires a Traffic Study for the future safety of the area and for the generation of trips this Development will add to the Westland Drive traffic. Westland Drive is already extremely congested, especially at and close to this location and the additional traffic generated as a result of this Development, in however many phases the applicant desires to develop, will make ingress and egress more difficult through this area at Westland Drive. MPC has the authority to request the Applicant to complete a Traffic Study prior to the approval of his Concept Plan. We request MPC do just that.

Metropolitan Planning Commission
May 5, 2017
Page 3

We are asking you, as our commissioners, to consider the need for and require a Traffic Study prior to approval of the Concept Plan and Use on Review. The requested variances, especially those requesting reduction in the required right of way width mitigate in favor of the requested Traffic Study as well. MPC should err on the side of caution when public safety is involved.

Thank you for your consideration and your service.

Yours very truly,

HODGES, DOUGHTY & CARSON, PLLC

A handwritten signature in black ink, appearing to read "Wayne A. Kline". The signature is stylized with a large, sweeping flourish at the end.

Wayne A. Kline

WAK/jt
Via electronic transmission (commission@knoxmpc.org)



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: Proposed Westland Oaks Subdivision (4-K-17-UR-Mesana Investments)

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Fri, May 5, 2017 at 3:30 PM

----- Forwarded message -----

From: Joe Pelliccia <jcpell@charter.net>
Date: Thu, May 4, 2017 at 5:26 PM
Subject: Proposed Westland Oaks Subdivision (4-K-17-UR-Mesana Investments)
To: tom.brechko@knoxmpc.org
Cc: Kline Wayne <wkline@hdclaw.com>

Ladies and gentlemen of the Knoxville/Knox County Metropolitan Planning Commission my name is Joe Pelliccia and I live at 1223 Barton Place Lane with my wife Carol. We are opposed to the approval of the proposed development entitled Westland Oaks without first doing a complete traffic study to determine the real impact of this proposal upon the narrow and curvy western portion of Westland Drive.

This past November, Donald Trump was elected President in part because of his promise to "drain the political swamp in Washington, D. C." We suspect that many Knoxvilleians supported him in part for that reason. People in this country are tired of "business as usual" and are looking for honest government.

In looking at the responsibilities of the MPC, we found under a section named Authority, that one of the responsibilities of the MPC is to (and we quote)

"Review subdivision regulations and site plans
...approving those proposals that encourage the harmonious development of the community and create conditions favorable to health, safety, convenience and prosperity."

The proposal for Westland Oaks does not encourage community harmony and will not create conditions favorable to health, safety, convenience and prosperity. It would do just the opposite. Connecting the proposed subdivision, with its eventual 100+ homes, to a narrow portion of Westland Drive that can not accommodate at least accommodate a turn lane for westbound traffic will surely create traffic congestion and safety issues. This will not "encourage community harmony" and will not be a "convenience" to the hundreds of local residents and school buses that already use this road.

Approving this proposal with its numerous required variances and without a complete traffic study that concludes that an entrance way to this subdivision without a turn lane would NOT create more traffic congestion and public safety issues would just not be the right thing to do.

Sent from my iPad

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: 4-K-17-UR-Mesana Investments, LLC

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Mon, May 8, 2017 at 2:12 PM

----- Forwarded message -----

From: <astaples@aol.com>
Date: Sat, May 6, 2017 at 3:27 PM
Subject: 4-K-17-UR-Mesana Investments, LLC
To: tom.brechko@knoxmpc.org
Cc: wkline@hdclaw.com

Dear sir,

My name is Annette Staples, and I live at 1219 Barton Place Lane, in The Point at Heritage Lake, which is one of the subdivisions that will be adversely affected by the development off Westland Dr. which is now up for review by the MPC.

My husband, James Staples, has already sent in a letter voicing concerns about the above project, but I wanted to add a personal story to my letter. On April 2nd I had a heart attack, and was taken by ambulance from my home to Fort Sanders Hospital, where my cardiologist has his practice. From the time I was picked up at 9am, to when I was being rolled out of surgery at 10:20am, that was an hour and 20 minutes. That is very impressive. Because of this quick response, I had no heart damage, and now have three more stents, to add to the five previous ones. The EMT's had no problem getting to my house from the Pellissippi Highway, or back to the Pellissippi, to get me to the hospital. I fear that the outcome might have been different if I lived in one of the many subdivisions that are further east on Westland Dr. and this situation is only going to get worse with the development of this new project.

There needs to be a traffic study done on this road before any further development is done. If you would drive this road, you would see that there isn't a shoulder for cars to pull over to let emergency vehicles pass, and the additional traffic will be significant.

Evidently, you don't need a traffic analysis if the project is under 75 homes, and he is proposing 74, but that is just in Phase I. But what is he proposing for Phase II ? I am sure it includes more houses and not a walking trail for the new homeowners in the proposed subdivision. This seems a little shady to me.

Why don't they do the traffic study, and fix any potential problems before agreeing to add additional traffic to this narrow and dangerous road? What could it hurt? Unless the purpose of a Phase I and Phase II, is to pull a fast one on the unsuspecting residents already living along Westland.

Do the study, and if it is deemed safe, by county standards, we will have nothing to complain about in the future.

Thank you for reading my letter, and letting me voice my concerns.
Annette Staples
Sent from my iPad

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: Westland Oakes - Mesana Investments, LLC, Concepts Subdivision Plan 4-SD-17-C, Use on Review 4-K-17-UR

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Mon, May 8, 2017 at 2:31 PM

----- Forwarded message -----

From: Barbara <lewisbmknx@yahoo.com>
Date: Sat, May 6, 2017 at 3:30 PM
Subject: RE: Westland Oakes - Mesana Investments, LLC, Concepts Subdivision Plan 4-SD-17-C, Use on Review 4-K-17-UR
To: tom.brechko@knoxmpc.org
Cc: wkline@hdclaw.com

As so many of our neighbors in the Point @ Heritage Lake have expressed, we, too, are extremely opposed to the above development.

At certain times of the day, traffic is so backed up on Westland Drive, it is difficult, to say the least, to gain access to East Westland and nearly impossible to turn left (West). Frequently we have to wait until traffic dies down or some kind soul allows us to merge.

We think a lot of this congestion is caused by the existing subdivisions, apartments, the entrance to Pellissippi Parkway (140) and school traffic from A L Lotts Elementary School; school population could also be affected resulting in overcrowding. The addition of Westland Oakes would definitely add to our traffic congestion and would make this area an undesirable place to live.

Westland Drive is only two lanes wide in this area and more traffic would make it virtually impossible for first responders to handle emergencies in a timely manner. Westland is simply not designed to handle this amount of traffic flow and making it a four lane road would be detrimental to our community.

We ask that the MPC exercise their authority to request the applicant to complete a traffic study prior to the approval of this Concept Plan. There is definitely a need for it to ensure public safety on this portion of Westland Drive.

Barbara & Joel Lewis
1238 Barton Place Lane (The Point @ Heritage Lake)
Knoxville, TN 37922



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: Opposition to Mensana Development

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Fri, May 5, 2017 at 4:06 PM

----- Forwarded message -----

From: Carolyn Finn <cgyl951@gmail.com>
Date: Fri, May 5, 2017 at 3:44 PM
Subject: Opposition to Mensana Development
To: tom.brechko@knoxmpc.org
Cc: wkline@hdclaw.com

My husband and I have lived at 1229 Barton Place Lane for 11 years and are very concerned about the traffic patterns and safety if the Westland Oaks subdivision is approved without a traffic study. There are many times daily when we can not exit our subdivision onto Westland Drive without waiting until a motorist decides to let us out. Westland Drive is a very narrow two lane road at this point and can not safely handle more traffic from the two phases of Westland Oaks subdivision.

Please for the safety of the many existing residents on Westland Drive consider conducting a traffic study before approving this proposed development.

Carolyn York Finn and Robert Finn

Sent from my iPad

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This message was directed to commission@knoxmpc.org

Reference: Westland Oaks – Mesana Investments, LLC
Concepts subdivision plan 4-SD-17-C
Use on Review 4-K-17-UR

May 4, 2017

Members of the Knoxville Metropolitan Planning Commission:

My name is Elizabeth Barnes Griffin – Libby - and I live at 922 Fox Road. I hope you will take the time to read my letter.

As I understand it, the proposal by Scott Davis, President of Mesana Development, is known to include two Phases. Phase I is described as having 74 houses, although an additional house – the original house – makes a total of 75. This is Phase I. There is also a Phase II. The sum total of these proposed developments far exceeds the 75-home criteria requiring a study to determine the impact of traffic upon the surrounding community. Dividing the development into two “phases” merely attempts to circumvent the need for such a traffic study.

Despite the growth over that last thirty-five years, the Westland/Emory Church area continues to be a residential neighborhood. Both the City of Knoxville One-Year Plan and the Knox County Southwest Sector Plan call for continued residential development in our area. There have been no changes in our neighborhoods to warrant deviations from these plans.

I oppose requests Concepts subdivision plan 4-SD-17-C and Use on Review 4-K-17-UR for the following reasons:

1. MPC has the authority to request a traffic study under unusual circumstances; this proposed Development certainly qualifies.
2. Two Phases are in development. It is inappropriate to consider an initial “phase” as a single development when you know a second “phase” moves the total development into a substantially larger whole with a substantially larger impact.
3. Access to the property in question is on a two-lane residential road with significant traffic congestion at multiple locations nearby despite recent road improvements.
4. When A.L. Lotts School is open, increased traffic compounds congestion and significantly impacts the safety of busses, cars, bicyclists, and pedestrians.
5. Without the knowledge of traffic impact, once the MPC approves an initial Phase, the community and tax-payers will have to bear the burden of capital road improvements. We should be informed about the costs.

A requirement for a traffic study is reasonable. I urge you to require Mr. Davis to conduct a Traffic Study prior to approval of either Phase of this development.

Sincerely,

Elizabeth Barnes “Libby” Griffin
922 Fox Road
Knoxville TN 27922
865-966-3455
libby660griffin@yahoo.com



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: MESANA Investments, LLC

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Mon, Apr 10, 2017 at 8:13 AM

----- Forwarded message -----

From: Joe Pelliccia <jcpell@charter.net>
Date: Sat, Apr 8, 2017 at 8:58 AM
Subject: MESANA Investments, LLC
To: tom.brechko@knoxmpc.org

File no. 4-K-17UR & 4-SD-17-C

Dear Mr. Brechko:

My name is Joseph Pelliccia and I live at 1223 Barton Place Lane with my wife Carol. Please consider this email as our formal request that the applicant (MESANA Investments, LLC) be required to contract for a traffic study of the area of Westland Drive that will be affected by this proposed development prior to any further approvals.

If you consider the current flow of traffic to and from this area due to its current residential population, which includes a large apartment complex, the East Tennessee Children's Hospital, the Weigel's supermarket and gas station, Westland Children's Academy, Lotts Elementary School and the potential increased traffic associated proposed new assisted living facility off Emeroy Church Road, you can envision very congested area. We already have long waiting lines and congestion at the I 140 interchange traffic control lights at different times of the day. Entering and leaving our subdivision (The Pointe at Heritage Lake) is already difficult and sometimes dangerous at times.

Also, this section of Westland is very narrow and nothing like the remainder of the road running east through the elementary school and Gettysview subdivision to Ebenezer Road. If you consider the nature of Westland Drive running west, it is even more narrow as it passes through an area with water on both sides and limited ability for expansion without great cost to the tax payers.

And as appropriately pointed out by the Knox County Engineering and Public Works there is a deficiency in the public street accessing this site. If a variance to reduce the required right-of-way width is approved, it could result in a blockage during an emergency where residents had to evacuate the proposed subdivision while EMS Vehicles had access the proposed subdivision. Recently, the devastation of Gattlinburg has made us all keenly aware of the tragic results of inadequate planning. I urge the Planning Commission to error on the side of caution where public safety is involved. It might also be worth considering that there be a minimum of two points of ingress and egress from all future subdivision development.

Thank you for your thoughtful consideration of these points,
Joe

Sent from my iPad

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: File no. 4-K-17UR & 4-SD-17-C

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Mon, Apr 10, 2017 at 8:14 AM

----- Forwarded message -----

From: Jim Staples <jim@rockytopenergy.com>
Date: Fri, Apr 7, 2017 at 5:28 PM
Subject: Re: File no. 4-K-17UR & 4-SD-17-C
To: tom.brechko@knoxmpc.org
Cc: jcpell@charter.net, bobobfl@yahoo.com, rfinn1955@gmail.com, mikekeel@utk.edu, paul@providenceadvisors.com, wkline@hdclaw.com

Mr. Brechko: I did not include my address with this subject email. My address is Jim Staples, 1219 Barton Place Lane, Knoxville, Tn. 37922.

Sent from my iPad

> On Apr 7, 2017, at 5:22 PM, Jim Staples <jim@rockytopenergy.com> wrote:

>
> Dear Mr. Brechko: Please consider this email as my formal request for the applicant (MESANA Investments,LLC) be required to contract for a traffic study of the area of Westland Drive that will be affected by this development prior to any further approvals. I'm concerned as Westland Drive is already very congested, especially at this location, and that the additional traffic generated as a result of this development will make ingress and egress very difficult from our subdivision (The Point at Heritage Lake). Early morning and late afternoon traffic is already very difficult and the added trips from this proposed development will result in a very dangerous ingress and egress for all current residents and become a bottleneck and a danger to the traveling public on Westland Drive.

>
> Your help and consideration in this matter is appreciated. Jim Staples

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>
> Sent from my iPad

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Mesana Investments Westland Oaks Concept Plan 4-SD-17-C and Use on Review Development Plan 4-K-17-UR

1 message

Jack Woodall <ajwoodal@gmail.com>

Thu, Mar 16, 2017 at 9:18 AM

Reply-To: ajwoodal@gmail.com

To: commission@knoxmpc.org

Cc: Gerald Green <gerald.green@knoxmpc.org>, tom.brechko@knoxmpc.org

Mesana Investments has filed a concept plan and use on review development plan to build an 80 lot subdivision (Westland Oaks) on 22 acres off Westland Drive. The plans submitted on the April meeting deadline, February 27, 2017, do not comply with the subdivision regulations or the Knox County Zoning ordinance and a hearing on them should be postponed to give the community the required 30 days to review and comment on the proposal.

The subdivision regulations require that the concept plan be submitted with among other things contours at two foot intervals, a showing of the physical characteristics of the site including woods, natural waterways and wetlands, and include a general drainage plan, and a traffic study for a subdivision of this size. It also requires certification by a registered engineer. KGIS shows two foot contours, woods and blue line streams on this site. None of these required items are in the concept plan application.

The Knox County Zoning Ordinance requires the development plan to have the seal of an architect or engineer duly registered to practice in the state. See Knox County Zoning Ordinance section 5.13. This development plan has no such seal.

The 22 acres is part of a 43 acre parcel which recently was rezoned for Planned Residential at 3 dwelling units per acre.

The critical issue with this property is the ridge and extensive wooded steep slopes that characterize the 43 acres. The MPC staff report discusses the Hillside and Ridgetop Protection Plan (HRPP) and includes a calculation of the slope areas on the property. The calculation shows half of the property (22 acres) has slopes greater than 15%, and 8 acres have slopes greater than 25%.

The MPC staff report recommending rezoning at 3 dwelling units per acre states:

PR is the most appropriate residential zone that can be considered for this site, because of its flexibility in lot sizes, and the ability to cluster development in the more suitable areas of the site. The developer should make every attempt to preserve existing trees on the site and keep development off of the steepest slopes. The steepest area of this site is along then northern property line of the site.

The PR zone requires use on review approval of a development plan by MPC prior to construction. This will provide the opportunity for staff to review the plan and address issues such as traffic circulation, lot layout, recreational amenities, landscape buffering, hillside preservation, drainage, types of units and other potential development concerns. It will also give the opportunity for public comment at the MPC meeting.

Despite critical issues with the development of this property, this site plan provides nothing more than clear cutting and grading of steep slopes. However it is difficult to assess the impact of a partial development of the 43 acres because we do not know what is proposed for the remaining 21 acres and neither the development plan nor the application for the use on review comply with the requirements of the subdivision ordinance or the Knox County zoning ordinance.

The Knox County Zoning Ordinance provides that the use on review development plan be submitted for review by the planning commission to determine conformity of the proposed development with recognized principles of good civic design, land use planning and landscape architecture. The Knox County Hillside and Ridgetop Protection Plan contains such recognized principles but with this plan it is impossible to address the issues of good design provided in the HRPP. There is no indication of how the woods, streams and drainage are to be affected without a grading plan showing woods, streams and contours.

The developer should be required to submit a development plan for the entire site. The overall effect of the development requires consideration of the complete development of the site, and any drainage plan for these first 22 acres will affect the remaining half of the site.

A maximum of 125 dwelling units may be built on the entire 43 acre site. The MPC staff report notes that that number of dwelling units would generate over 1200 trips per day. A traffic study is required for any development that generates more than 750 trips per day. With 80 units the subdivision regulations required that a traffic study be submitted with this concept plan application. The submitted concept plan should be postponed for the completion of that study.

This property has only a 50 foot wide access to Westland Drive, and all development on the 43 acres will have to access Westland Drive through this 50 foot access. Because of its particular situation no matter how many units are included in the first phase of the development, a traffic study should be required addressing the effect on traffic of a development of 125 units on this property.

We do not think these concept and development plans should have been accepted for filing without having met subdivision regulations and Knox County Ordinance requirements. This issue cannot be cured by providing traffic studies, grading plans, and drainage plans at the last minute. Serious comments on these issues require time for review and discussion by the community. The 30 days provided in the MPC rules for review and comment on documents that are required to be submitted with the application should not be shortened.

Jack Woodall

From: Home rfinn1955@gmail.com
Subject: Re: Traffic congestion on South Westland Dr
Date: Today at 1:00 PM
To: Carolyn Finn cgy1951@gmail.com

4-SB-17-C-4-G-17UR



On Sat, Apr 8, 2017 at 12:20 PM Carolyn Finn <cgy1951@gmail.com> wrote:

... April 3, 2017

My wife and I own a residence at 1273 Barton Place Lane off of the south side of Westland Drive. We are very concerned with the added traffic flow if Westland Oaks subdivision is approved. The morning traffic is backed up just our entrance to Heritage Lake Blvd at this time. We are concerned with an added residential subdivision we could not exit our subdivision in a decent amount of time. Please consider doing a traffic count before approving another residential subdivision in this congested area of south Westland Dr.

Sincerely,

A handwritten signature in black ink that reads "Robert Finn".

Robert Finn

Sent from my iPad



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: Proposed new subdivision on Westland Ave, West of I-140

1 message

Tom Brechko <tom.brechko@knoxmpc.org>
Reply-To: tom.brechko@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Mon, Apr 17, 2017 at 7:58 AM

FYI

----- Forwarded message -----

From: Ernest Schmidt <tmiboat@aol.com>
Date: Sat, Apr 15, 2017 at 1:36 PM
Subject: Proposed new subdivision on Westland Ave, West of I-140
To: tom.brechko@knoxmpc.org

Dear Sir,

My wife and I live at 1220 Eagle Nest in the Eagle Glen subdivision, which is at the corner of Westland and Northshore.

As I understand a new subdivision is being proposed (consisting of 125 new homes) on Westland just West of I-140. This is on a very narrow part of Westland, and apparently, there are no plans to widen Westland (the same as was done several years ago on the East side of Westland).

As you are probably aware, in the morning, and in the afternoon Westland is the major artery used by everyone along Northshore (this includes over 30 subdivisions to the West) to get to Oak Ridge or downtown during the AM and PM rush hours. The new light at Westland and I-140 sometimes backs up 3 to 6 blocks for commuters trying to get on I-140. In addition, between A L Lotts, the Children's Hospital and the Weigels at the corner, the issue is further compounded.

Should the new subdivision be approved, without creating a left turn lane on Westland from I-140 all the way to Northshore, those people wanting to turn left into the new subdivision will again back up traffic for several blocks, creating a total gridlock on Westland!

I request that before any further consideration be given to approval of this subdivision, that a traffic study be conducted to determine what impact an additional 200-300 cars trips/day on this segment of Westland will create.

Traffic is bad enough now, with the impact of an additional 200-300 car trips in such a small section of County road.

Thank you for your consideration
Ernest J. Schmidt

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] 4-SD-17-C / 4-K-17-UR CONCEPT PLAN/USE ON REVIEW

1 message

Andy Vandergriff <andyvandergriff@gmail.com>

Tue, Apr 11, 2017 at 7:24 PM

Reply-To: andyvandergriff@gmail.com

To: commission@knoxmpc.org

Dear Metropolitan Planning Commission,

My name is Andy Vandergriff, and my wife Laura and I own and reside at 1213 E. Woodshire Dr, Knoxville, TN 37922.

The property that I am referencing in the subject line of my email is directly to the north of my property and I see it every time I look out the back windows of my house. We recently purchased our home as we prepared to welcome twin boys into our family, and this property with its wooded, undeveloped borderland seemed perfect as a peaceful place for my children to safely play in our back yard, and I was reassured to see that the parcel that was next to my back yard was landlocked and had no street access, and was sure to be left undeveloped, and would keep the character of this area intact.

I saw the use on review signs two weeks ago as I drove to church (My family and I attend Shoreline on Westland, where we are members and I am a lay leader, leading a community group of young couples and also volunteering as the worship director for our student ministry), and looked up the plan that was submitted by Mesana Investments for the Westland Oaks Subdivision, and I am very frustrated by what I have found, which is next to nothing. The audacity that they show, in deigning to only submit the boundary of the property, as a neighbor is frankly insulting. There are no details. No clue as to how they plan to route the subdivision, no idea as to where the houses are going to be placed on the site, no details for infrastructure, for water management, for the preservation of hillsides and ridges.

This is a massive development. 80 houses on Westland Drive along with all of the development that has currently been placed there. There has been no traffic study, no detail of the effect of the added trips on what is already a crowded two lane road.

And the developer has not given the timeline. I have no details nor assurances as to how close this development come to my property, or how long it will take to finish. How long exactly will it be before my children get to play in the backyard again? To have assurances there will not be heavy equipment or strange men right outside my back door? That run off will not damage my property?

And to consider only these questions leaves the biggest question of all: what effect will this development have on the character of the community in which we live? I love the Lakeshore area for its beauty, and the proximity to nature, even as proximal as we are to civilization. The pace of life here is laid back and largely carefree, though the roundabouts are often a challenge to maneuver. However, this is a difficult balance to strike. One development too many, or in the wrong location can do irreparable harm.

I have often said to friends that I am no fan of Not In My Back Yard movements, but it is quite another matter when it is your actual back yard that you're talking about. Even if given more information about this development, I believe I would still oppose, but there is absolutely no information given by this developer, and as such you should not allow this project to go forward.

Sincerely,

Andy Vandergriff
1213 E Woodshire Dr
Knoxville, TN 37922

Sent from my iPad

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Mesana Investments Westland Oaks Concept Plan 4-SD-17-C and Use on Review Development Plan 4-K-17-UR

1 message

Jack Woodall <ajwoodal@gmail.com>

Wed, Apr 12, 2017 at 11:21 AM

Reply-To: ajwoodal@gmail.com

To: commission@knoxmpc.org

Cc: Gerald Green <gerald.green@knoxmpc.org>, tom.brechko@knoxmpc.org

The Mesana Investments Westland Oaks Concept Plan 4-SD-17-C and Use on Review Development Plan 4-K-17-UR should be postponed for the reasons set out in the staff report and the reasons set out in my previous e-mail.

In addition to a simple postponement, at this point the Commission should require a traffic study for this development proposal before any concept plan or use on review for this development is approved.

The staff has noted that a maximum of 130 dwelling units may be built on the entire 43 acre site. The previous MPC staff report on the rezoning of this property notes that a development of 125 dwelling units would generate over 1200 trips per day.

The developer has divided this property in half for development purposes, initially timing the first part of the development with 80 units on 22 acres with the remaining half of the property to be developed in the future. The subdivision regulations require that a traffic study be submitted with the concept plan application for any development with 75 units or more. Apparently not wanting to do the required traffic study the developer reduced the size of the first half of the development to 74 units.

The developer should not be able to avoid a needed traffic study by serially developing the property. The subdivision entrance is less than one-half mile from the Westland Drive-Pellissippi Parkway interchange. The subdivision entrance will not be at a 90 degree angle to Westland Drive and has the problems discussed by the MPC staff in its report. Despite serial development of the property, all of the traffic for the entire property eventually must exit the subdivision from a narrow and potentially inadequate entrance. Requiring a traffic study when the remainder of the property is developed is not the proper way to resolve potential traffic problems at the subdivision entrance, and potential traffic problems between the entrance and the Westland Drive-Pellissippi Parkway interchange. Whether the resolution is simple or complex, traffic issues should be addressed when the entrance is first built, not later when additional traffic is added to the entrance.

A traffic study should be required now.

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This message was directed to commission@knoxmpc.org